



THE RESIDENT

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WHAT'S GOING ON DOWN AT THE RIVER?

I. PENN'S LANDING

Penn's Landing today, viewed from what is left of the Society's Hill at Front and Delancey Streets, reveals a boat basin stretching south from Walnut to Lombard enclosed by a breakwater that ends in the vicinity of Pine. North of Walnut the river from Delaware Avenue out to the line of the boat-basin breakwater is filled with mountains of gravel hiding subterranean pipes and sewer connections. The fill extends all the way to Market Street.

What's going on here? Are the city and the state going to have this open window to the City of Brotherly Love, "a vivid, visual symbol of the port", ready, even in part, when the Bicentennial year arrives?

The approximate plan, a 1968 concept keyed to the depression and covering of Delaware Avenue and this Delaware Expressway, is shown on this page. Architects Robert L. Geddes, Romaldo Giurgola and Walter Weissman here propose a Penn's Landing that extends from Vine to Fitzwater Streets. The plan adopted in 1963, the work of Geddes' firm, has Race Street as its northern limit.

The work to date has been confined largely to the area between Commerce Street, just north of Market, and Lombard Street. This is known as Stage I and the 14-acre filled area from Commerce to Walnut is to be ready for building construction in 1971. The sewers and other underground facilities have been readied, and the final step will be to settle and compact the new ground.

The organizations that have expressed interest in locating at this area of Penn's Landing include the Port Authority, Academy of Natural Sciences, Pennsylvania Historical and Museums Commission, Philadelphia Maritime Museum and the Bicentennial Corporation. No hard-and-fast commitments to build yet exist and obviously can't be

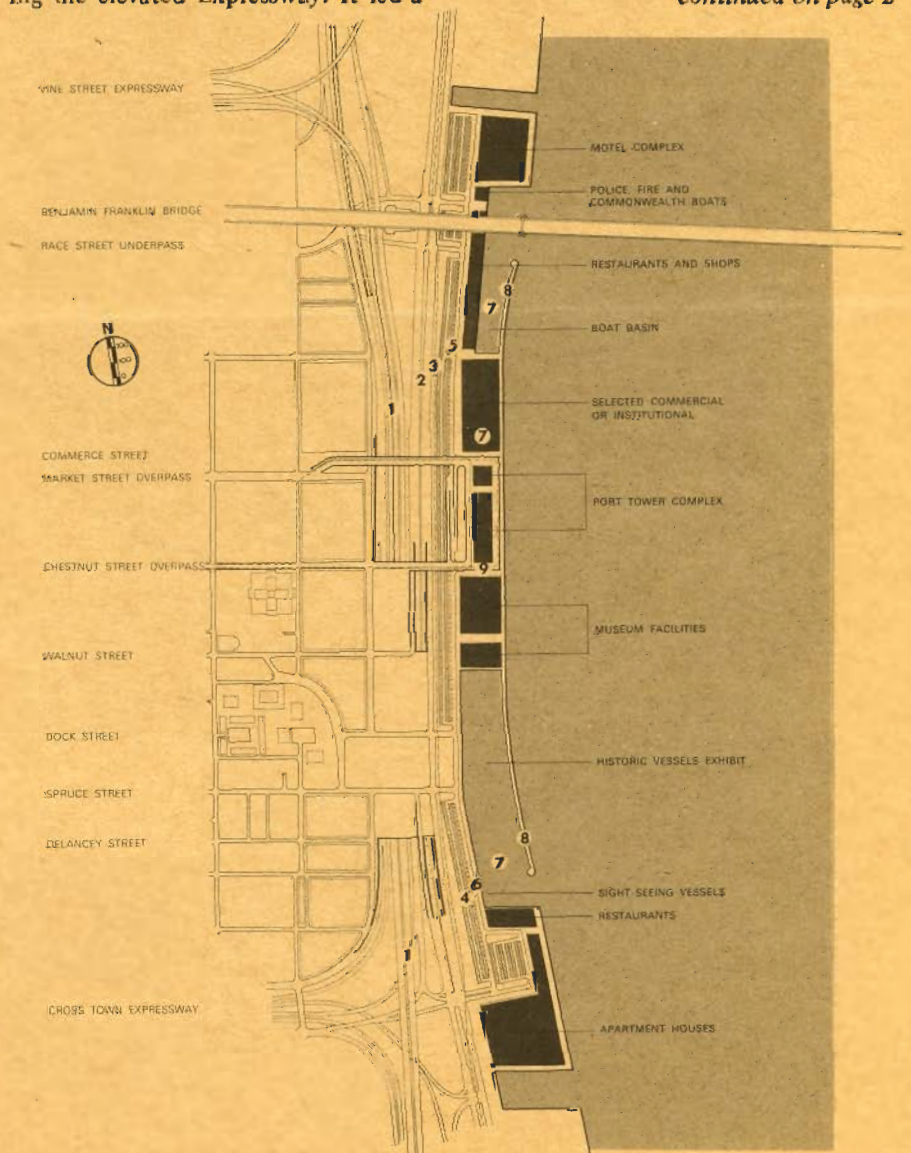
made until access to the site is assured.

The 1963 plan linked the city with this central portion of Penn's Landing with elevated highways that branched from both sides of Market Street below Second to overpass the Expressway and Delaware Avenue. Another approach was planned at Dock Street underpassing the elevated Expressway. It led a-

cross Delaware Avenue to an island of filled land which would have divided the boat basin, leaving the historic ships in the landlocked portion to the north.

The boat basin has now been completed without the dividing fill, as the revised concept proposes. The overpass

continued on page 2



Modified Master Plan (1968) For Penn's Landing (1) Delaware Expressway, (2) Delaware Avenue, (3) Belt Line Railroad, (4) Surface Parking, (5) Service Road, (6) Pedestrian Promenade, (7) Building Area, (8) Quay, (9) Chestnut Street Trolley.

DOWN BY THE RIVER

(Cont.)

from the foot of Chestnut Street, returning in a loop to Market Street, is also a likely solution with both Delaware Avenue and the Expressway going underground. So also are the on-grade extensions of Dock and Spruce Streets to the Penn's Landing perimeter road.



Concepts and planning, however, are not design and the engineers cannot begin design until the highway construction is agreed upon. The impasse to date suggests that Philadelphia and Pennsylvania will have to move fast if Stage I of Penn's Landing is to be complete by 1976.

Stage IIA, from Lombard to Fitzwater Streets, where apartments and limited commercial development are planned for filled land, probably will be the last part of Penn's Landing to be completed. The remaining old piers must be acquired before work can begin. The time required for acquisition probably would put off demolition, filling and settling to the point where construction of apartments or other buildings could not be completed by 1976. Stage IIB - the area from Commerce Street north to the Benjamin Franklin Bridge - could be completed sooner. The city now owns the piers in that area.

The money to build Penn's Landing is another essential. The project is a joint city-state undertaking. Completion of Stage I this year will have cost



Philadelphia nine million; seven million for Pennsylvania. An equal amount or more would seem a fair guess to make Stage II, A & B, ready also. Funds for Stage II have been budgeted, but not appropriated.

Highways, parking facilities, and landscaping will require additional public funds. No estimates are possible at this stage. Guesstimates five or six years ago were that Penn's Landing, when complete, would be a 120-million dollar development, part public and part private funds. An impressive first stage is nearly complete. The next step, if Philadelphia means business for the Bicentennial, must begin.

Arnold Nicholson

DOWN BY THE RIVER

II. THE DELAWARE EXPRESSWAY

Bill No. 1692, authorizing the City of Philadelphia's participation in the joint federal-state-city funding of the Delaware Expressway cover, is now before City Council. Area residents will remember that in 1967 an inter-governmental task force recommended a three-and-one-half block cover from Delancey to Chestnut Streets between Independence National Historical Park & Penn's Landing. In addition, there is to be a two-and-one-half block cover on Delaware Avenue from Walnut to Delancey Streets.



The combined cover, although not directly in Society Hill, is of interest to area residents because it is so crucial to the development of the entire historic area and riverfront. A concrete ditch ten lanes wide is the alternative. That ditch would desecrate America's birthplace and destroy the potential of a great new riverfront development. The Independence Hall-Penn's Landing area is one of the most important public spaces in the city. If completed as it should be, it not only can be a place of historic inspiration for people from throughout the nation and indeed the world, but also a place of beauty and excitement for the whole city. It is certainly not the exclusive province of Society Hill.

Spokesmen for the Committee to Preserve the Nation's Birthplace, which has led the fight for the cover, have

told the RESIDENT that it is very important that letters go to City Council President Paul D'Ortona expressing support for the bill and urging its immediate passage. Costs of the cover have already begun to escalate, and unless this matter is resolved in the near future they will escalate even more. If the city's \$4½ million share of the cover costs is not forthcoming, \$10½ million of earmarked federal and state funds will be lost.



Letters should go to the Honorable Paul D'Ortona, Room 494, City Hall, Philadelphia, Pennsylvania 19107. The committee urged that area residents should also encourage their friends who live elsewhere in Philadelphia to write,



not only to Mr. D'Ortona, but also to their own councilmen. This area's councilman, Hon. William J. Cottrell, has already committed himself wholeheartedly to the cover.

Committee Chairman Stanhope S. Browne praised Mayor James H. J. Tate and Governor Raymond P. Shafer for their continued support of the cover. Delay is now being caused, he said, by the intricacies of three-government fi-



nancing and the nature of the bureaucratic process. "It would be a shame if Interstate Route 95, the Main Street of the eastern seaboard, were to run from Maine to Girard Avenue, and from Catharine Street to Florida," Browne said. "But it will never go through central Philadelphia uncovered." The Committee to Preserve the Nation's Birthplace is now in its sixth year of campaigning for the cover. It includes individuals and organizations from throughout the country.

DOWN BY SOUTH ST.

THE CROSSTOWN EXPRESSWAY



During the last few years the Society Hill Civic Association has discussed the proposed Crosstown Expressway at four general meetings. Those of you who have attended the meetings have heard a great deal of the history of that highway and about the transportation, housing, pollution and social problems associated with it. Until our most recent meeting concerning the Crosstown Expressway the Association had declined to take any position with regard to the highway. At the most recent meeting a resolution was adopted by a vote of 103 to 9 opposing the construction of a highway in the South to Bainbridge corridor. The purpose of this article is to bring you up to date on



what has happened since that meeting and to make a few guesses as to what may happen in the future.

As of this writing the study to be conducted by Allen M. Voorhees and Associates has not begun. You may remember that in late November of 1969 this firm of transportation consultants was named by the Mayor's Crosstown Expressway Study Committee to conduct a 14-month study. Even when it was expected that the study would begin immediately, there were many people (including all the community representatives on the Mayor's Committee) who opposed the existence of such a study on the ground that delay in making a decision on the highway would cause unjustifiable further deterioration of the South Street corridor. Budget



problems in the State Highway Department have interfered with the beginning of the study.

The Mayor's Crosstown Expressway

Study Committee continues to meet. The Chamber of Commerce faction and the Citizens Committee faction do not seem close to resolving their differences. Both sides seem to realize now that the Chamber's original proposal for covering the highway and providing good relocation housing is not economically feasible.

Shortly before announcing his resignation from his city posts Edmund Bacon proposed a possible new alignment of the Crosstown Expressway. His proposal would use the South to Kater corridor from the Delaware Expressway to about 8th Street where the highway would curve northward and use a Rodman Street corridor across town. It is far from clear what he hoped to accomplish with this proposal. It may be several weeks or even months before we are able to see the effects of that proposal or of the resignations of Mr. Bacon and Commissioner of Streets Smallwood, both of whom were strong proponents of the Crosstown Expressway.

To the surprise of the opponents of the highway, the Nixon administration in Washington has turned out to be a strong ally. The recent directive from Secretary of Transportation Volpe requiring relocation housing to be available before a highway project is started puts into official procedure something for which the Citizens Committee had been fighting. Very few people had expected this enlightened, but anti-highway, approach from a man who had been a contractor before entering public life.

It is my guess that no highway will be built in the South to Bainbridge corridor. I think it is even less likely at Rodman Street. To accomplish this it will be necessary to sustain the momentum of the opposition. Since our December meeting I have written to Mayor Tate and Managing Director Corleto (in his capacity as chairman of the Mayor's Crosstown Expressway Study Committee) to acquaint them with the position of our Association. I have informally approached the leaders of other civic associations to encourage them to take a similar position. By this kind of direct action and through its

membership in both the Citizens Committee to Preserve and Develop the Crosstown Community and the City-wide Coalition to Oppose the Cross-



town Expressway, the Society Hill Civic Association can help. Several individual members of the Association are already actively participating with those groups and more are certainly welcome.

Paul Putney

BITS & PIECES

Years ago, when house tours first hit Society Hill the tourists huddled together in small bands looking at the residents as if they were some kind of strange species. They drove their automobiles from house to house with the windows rolled up and wore their badges proudly, establishing their difference from the people who lived in the houses they tramped through.

But behind our modest appearing brick walls they found enough that was gratifying or impressive to come back year after year, bringing their friends, and establishing the Society Hill House Tour as a magnificent money maker for hospitals, etc.

What moves the hordes to leave their sylvan glades of crabgrass, foxtail, and dandelion to tread our bricks? How much money would you pay to see their houses?

And yet the house tours have done us some good over the years. For example, it was on a house tour some years ago that Edmund Bacon was first moved to compliment "the pioneers" on what they had accomplished in between his greenways. And the tours have certainly had a hand in the remarkable metamorphosis that has occurred among the tourists.

Today the tourists are a great deal more open and friendly. They want to be part of the scene. They hide their big badges in handbags and inside pockets. The husbands come with their wives! They want us to like them. The residents, in return, have undergone a change of their own. They stand around in clothes a little older, a little more casual . . . greeting friends and neighbors with somewhat more warmth and volume than is usual even in this neighborhood of ours.

SHOPPING SOCIETY HILL THE JEWISH DELICATESSEN

There's hardly anything sold in a Jewish delicatessen that can't be purchased in a reasonably sophisticated supermarket. But no supermarket can counterfeit the experience of a Jewish delicatessen . . . particularly at the moment when the essence of the delicatessen is at its most powerful concentration . . . on Sunday morning.

Luckily, we have one of the truly great Jewish delicatessens at the corner of Fourth and Bainbridge. The name is The Famous. You may know it as a grocery store, which, in part, it is. Or as a restaurant. There are tables in the back and an extensive menu. But the action on Sunday morning is concentrated on the long counter.

The counter starts at the East end with bread and dairy products, moves westward through the meats, and ends with the fish. But you start between meat and fish. There you get a number. If the numbers are in use (look for them in the hands of the crowd) you must absolutely have one or starve or have a friend behind the counter. But don't wait until your number is called before



you start examining the merchandise. Sunday at The Famous is no scene for the weak-willed or the hesitant.

Three kinds of fish deserve immediate attention. First the lox. There is lox and there is lox. Two kinds. Both are smoked salmon. But lox is not the delicate appetizer you remember from Scotland. Lox is a full-bodied salty salmon that often takes some getting used to. The other kind of lox is a good way to get used to lox. It isn't called lox familiarly. You call it "Nova" which is short for "Nova Scotia Salmon". It's

much milder, much more delicate lox. Try it first. And don't be ashamed to purchase a small sample. Two ounces of Nova is a not uncommon Sunday morning order.

Perhaps an even better choice for a beginner is kippered salmon. It too is smoked salmon, but it's smoked twice. That's what "kippered" means. Most often a beautiful pink, it sometimes shades down to white. Some pieces are relatively dry to the touch and crumbly, and over the long haul, these seem to be the most delicately flavored. Again, don't be ashamed to order just a few ounces. But don't be surprised at the weight of even a small piece. If you get to like kippered salmon, you might try sable sometime. It's a more intensely flavored and oilier version.

The third major classification of fish looks just like a fish. A complete



fish. Bronze-skinned and beady-eyed, it's called whitefish and it comes in both large and small. If you decide to try a large one, don't be ashamed to ask the counterman to prepare it for you. He's boned a lot of whitefish in his day, and chances are, he'll do a much better job than you will.

On your way to the meat counter, pick up a half pound of cream cheese. At the same time, check your larder for tomatoes, onions, and perhaps even black olives. All of them are traditional accompaniments to the fish. If you're out, the counterman may be able to satisfy your needs.

Now you're at the meat counter. You couldn't want a better lunch. Try anything. You can hardly make a mistake. The corned beef is the stuff dreams are made of. But don't overlook



such possibilities as salami, kosher bologna (lightly garlick-y), rolled beef, spiced beef, pastrami, tongue and hot dogs (more garlic) in a variety of shapes, skins and sizes.

While working your way down the

meat counter, don't miss the barrels. One is full of bursting juicy pickles. You know all about those, of course. But the other barrel is packed with sour tomatoes, and if you've never tried one you've got a treat waiting.

On to dairy. The Famous is no Stuart Lewis', but there's a satisfying selection of American and Swiss cheese if you just can't stand the taste and texture of straight smoked and pickled meats. And The Famous is one of the few stores where you can get sweet butter right off the loaf. Whoever started that business of "lightly salting" butter never tasted the real stuff.

And finally, the breads. A purist will have already stopped at one of the excellent bakeries in the neighborhood. But if you want to combine your purchases, The Famous is a full service delicatessen. There's rye bread. Real rye bread. Real Jewish rye bread, with and without seeds. You never tasted anything like this in cellophane. Or pump-ernickel, dark brown cousin to real rye. You can buy small or large loaf or half a large loaf. The Famous will slice it for you, and if you buy too much (it doesn't seem possible) toss the leftovers in a plastic bag and freeze until needed. Great toasted!

Which brings us to the most noble achievement of Jewish Sunday morning cuisine. The bagel. The proper place for a piece of any kind of fish you may have purchased is resting on a bagel, split, toasted, buttered, cream-cheesed



to receive it. Then more cream cheese on the opposing half, a thin slice of tomato or two. Possibly for the daring, a transparent slice of sweet onion. Put it all together and you couldn't eat better on a Sunday morning anywhere in the world.

Eat up! It's good for you, you should feel a little full after Sunday morning at the delicatessen. Then rise from your chair. Step outside for a little walk around the block, and say to the first Jewish neighbor you run into, "The kid gave me a really great piece of fish this morning."

SHOPPING SOCIETY HILL

(or putting the cart before the car)



Society Hill types are a fortunate lot. Unlike their suburban counterparts, they don't have to confine their grocery shopping chores to the chaos and confusion of the massive supermarket (unless, of course, that's their bag!)

Not that we haven't got our share of "super" markets. But Society Hill and environs are dotted with splendid little shops where the astute shopper and the knowledgeable tradesman can combine their efforts in the search for culinary excellence.

Here's a brief rundown of our own selection of markets, followed by a list of the less visible and less well known shopping haunts of some of our more adventurous and city-wise neighbors:

The *A & P*, Fifth and Delancey—our A & P is an A & P.

The Italian Market, South 9th Street—Several blocks of meats, vegetables, poultry & fish of every description. It comes down to picking your own favorite stalls. It's a great place to get fresh vegetables, often out of season. Go to 9th and Washington! Take your pick.

The Marketplace, at Society Hill Towers deserves special mention. It's got everything from caviar to cereal..... and then some. The ideal market for the professional person with no time to spare, it's also useful to the housewife. There's no better place to collect fixings for a party. If you're in a real panic, you can call in the most complex order and find it filled with better than average judgement when it's delivered to your doorstep.

Heaven knows, the *7-11* at Hopkinson House isn't the ideal shopper's paradise, but after 8:30 p.m. or on Sundays or Holidays thank heaven for the *7-11!*

FISH

Ralph's, 240 South Street - Top items here are the jumbo shrimp (priced below the going rate) and FRESH anything if you order it ahead of time. One of our fish affectionados has gotten whole whitefish and another raves about the whole fresh salmon. The consensus is "If it swims, Ralph can get it for you."

Leepond's Fish Store, 536 Lombard Street - This is the place to go if you are the kind that likes to point to the tank and say "I'll take that one." Personally, we prefer them already dead if we can't hook them ourselves.



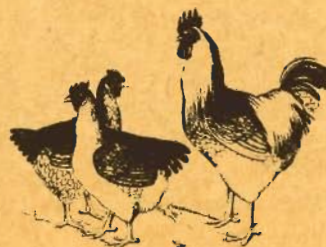
MEATS

Old Second Street Super Market, 600 S. Second Street - (Note: This establishment is closed except for Jack's meat emporium which is what we are talking about. For all intents and purposes Jack will be there, or in the neighborhood, for a while, so the recommendations are sound.) Jack is an obliging butcher who has great meats (take a look at the New York strip steaks) and he will go to all sorts of trouble for special cuts. He'll even throw in a recipe and a lesson on carving.

Irv's Kosher Meats, 712 South Fourth Street - If you like liver, this is THE PLACE.

POULTRY

Herman's, 722 South Fourth Street - This is THE only place to buy poultry . . . or eggs . . . or duck . . . or game hens. Eggs are big, fresh and reasonably priced. Herman will cut up, bone, or whatever . . . and he delivers. Open Sundays from 10 a.m. to 2 p.m. in case great Aunt Agatha descends on you and you're caught with your pots down.



MILK PRODUCTS

Sterling Delicatessen, 614 South Fourth Street - Sweet butter and cream cheese sold in bulk by the pound . . . and you know, somehow it always tastes better that way.

BAKERY PRODUCTS

Teitelbaum's Bakers, 602 South Second Street - at noon they make "yummy" sandwiches on fresh hard rolls for less than you would pay for the ingredients (like .25-.30). This establishment also rates four stars for miniature danish and the "best streudel in town."

Levitt's Bakery, 613 South Fourth Street - Bagels, bread, onion rolls, salt sticks hot from the oven. Also elephant ears and an incredible variety of eastern European filled pastries.

Lerner's Cafeteria, 134 Market Street - Cinnamon bun addicts congregate there.

Segal's Bakery, 706 South Street - The pumpernickel rolls, rye bread and other Jewish delicacies are the house specialities.



ASSORTED GOODIES

Shane Candy Co., 110 Market Street - All the nifty candies you could want.

Mr. Moyer and the Red Wagon - Mr. Moyer, an engaging gentleman will arrive at your door Friday afternoons with his little red truck which yields good beef, scrapple, sausage, eggs, chicken, and some fresh vegetables in season. Mr. Moyer and the yellow wagon - arrives on Thursday.

Spice Corner, 904 South 9th Street - Everything in spices and herbs. None of those cutsie little rack jars, though. You buy by the ounce or pound. And if you've never seen a pound of saffron, they have it priced reasonably at \$240.00.

Fante's, 1006 South Ninth Street - Now that you have found all these good ingredients, go to Fante's and buy a pot to put them in. Fante's has all the gourmet cookery utensils you need . . . or if you just want a pot to boil an egg in, you can find it there too.

Stuart Lewis, Head House Square - Life's necessities for the gourmet. Sourdough bread, dozens of cheeses from Havarti to Gradost. Ethnic foods by the tin and the bottle. Giftpacked foods.

CURB YOUR DOG

...a practical guide

Judging from our sidewalks, it seems some light could be shed on the very necessary act of curbing.

Let's begin with puppies. Now really. A puppy will go anywhere; you simply have to take him there - the same Where every time you take him out. If he is small enough to carry, do just that until you reach a likely spot. It seems best to step into the street with him at first. If you don't, the puppy will spend an inordinate amount of time (even longer, if it's raining) trying to figure out why you are suddenly



six inches taller. Plunk the puppy down and let him wander around on his leash. For the next few minutes, you will be the busier of the two of you, actually. You must simultaneously exude confidence that this small tyke that got you up at 6:14 a.m. is performing perfectly, discipline any attempts of his at dashing back onto the sidewalk, prying loose a wad of bubblegum from a truck tire, wading in an oil spot, disappearing altogether under a car, barking or forgetting what he is There for. Hopefully, by this time there will be some evidence that at least part of the Deed is done. Congratulations are in order at this point. Thereupon you wander along (about four cars worth), step into the street and repeat the whole Thing. About the congratulations: Unreserved



admiration must be expressed for the puppy after each Event, audibly, if you are not too shy. Actually, dog people may frequently be seen with their lips moving and no one has locked any of us up.

Now comes the older, independent, stop-at-anything-vertical country dog

who must somehow learn to live in the city. This fellow is going to be resentful, I assure you. *He* will choose where Where is and you should respect his choice. You may bully him afterwards about returning to Where, but let him decide in the beginning. If he really insists on having a variety of Wheres, then let him do so, but make sure he knows you are serious about the expedition. Lady-type dogs sometimes will disgrace you right on your very own doorstep if it is not made clear to them that somehow the street must be reached before the Event.



The advantages of curbing clearly outweigh any human or canine anguish

suffered during training. It is really quite comfortable to walk along and watch with pride as your dog dutifully dives for the street when the Time has come. The street truck sweeps by and



all is gone. Curbing is sanitary, responsible and considerate of other people's trees, gates, sidewalks, and noses. One can chat with passersby, plan that party, redesign the house across the street (who would put windows there?), think thin, congratulate yourself on your impeccable manners as a dog owner, and be loved by your neighbors.

Could it be more simple?

McCall Bazaar Comes to Town

Society Hill goes under the big top on May 7th, courtesy the McCall School Mothers. That's the date for the McCall School Bazaar, 10 a.m. to 4 p.m. on the School playing field.

There will be plenty of great bargains for the imaginative shopper, many contributed by local shops. Plus clowns, children's games, pet contests, side shows. And for the hungry circus-goers, hot dogs, pizza, and homemade desserts. Rain date: May 8th.

This Summer at Head House

Head House Square will be alive again weekends this summer with craft and food shops set up in the shambles. The shops will be open Saturdays (11 a.m. to 11 p.m.) and Sundays (11 a.m. to 8 p.m.) from June 13 through August 30.

Craftsmen will demonstrate their art on Saturdays 2 to 4 p.m. Live music on Sundays 2 to 4 p.m.

You'll have the opportunity to buy glassware, leather goods, fabrics, pottery, jewelry . . . Mexican, American, Israeli, Japanese and home baked foods. Opening day is June 13.

THE RESIDENT

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